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LEASE ACTIVITIES STARTED BY STRIKE

New Oil Well Near Lakeview Is Flowing at 50 Barrels Daily After Deepening

Special to The State Journal:

LAKEVIEW, Nov. 30 — The Frank Weatherly No. 1 oil well which came in last Wednesday night with a showing of 50 barrels of oil and 50 barrels daily after having been twice deepened.

The oil is said to be of the high gravity variety. Two 100-barrel tanks have been installed and the oil is being taken away in tanks, but if it develops that this opens a new field a pipe-line will be only a matter of a short time.

Other wells are expected to be drilled in this area in the very near future on the strength of the Weatherly strike. Meanwhile leases have been bought freely, and many scouts from major drilling companies are visiting the well. The officials of the Shell Crude Oil company plan to crash the well and later deepen it further in an effort to test the sand, it is reported.

The Weatherly is located just six miles west of the Errett Snyder No. 1 which was drilled near here in 1928. The Snyder No. 1 found oil, estimated at about two to three barrels a day but was later plugged. This spring the Newland No. 1 in the northern part of Otis, showered Traverse oil over the derrick a couple of times, but water entered the hole when it was deepened and the well was finally abandoned. Recently in Deerfield township just north of Weatherly, the Fitzgerald No. 1 logged a good showing of oil, but was finally abandoned. Now the finding of oil on the Weatherly again rises the hopes of the territory as the Weatherly is the best producer found in this sector thus far.

This town has seen the major part of the drilling activities this summer with the development of the tri-township gas field, just north of town. While raising from half a million to 112 million cubic feet daily have been drilled in. The Tri-township field has now a potential open flow of over 4-000,000,000 cubic feet daily.

INSURGENT TROOPS BEGIN NEW ATTACK

Suburban Village of Madrid Is Center of Ferocious Rebel Assault

MADRID, Nov. 30 (AP) — Sixteen forces, of insurgent shock troops, attempting to break through government lines on the El Escorial road, attacked the suburban village of Pozuelo de Alarcon Monday.

Supported by tanks and planes, foreign-trained commanders hurled a new wave of troops against socialist concentrations in the zone in Mt. Pozuelo between miles west of the capital.

Dispatches from the fascist side said occupation of the village was unofficially reported at headquarters.

The new tactics were launched shortly after an insurgent plane dropped seven bombs on Madrid's western section near the north station Sunday night.

Government troops were warned of the impending infantry assault by a squadron of socialist planes over the western area. The pilots observed the start of the advance and signaled suburban commanders.

The planes dropped thousands of leaflets on the fascist lines urging the insurgent soldiers to lay down their arms and surrender.

MASON MAN SUCCUMBS

Fred B. Johnston, 70, of Mason, died Monday morning at a Lansing hospital. Besides the widow, Theresa, he is survived by a daughter, Mrs. Clarence Bowe of Chicago, Ill.; two sons, William and Theodore of Ft. Wayne, Ind.; one grandson; two sisters, Mrs. Mertie Smith, Lansing, and Mrs. Pearl Brown of Maple Rapids, and a brother, Roy Johnston of Rives Junction. Funeral services will be held at 2:30 Belven funeral home at Leslie Wednesday afternoon at 1:30 o'clock. Interment will be in the Walker cemetery at Leslie.

Greeted in London

Giving new import to often denied rumors that they were entangled in a new romance Mrs. Jacques A. L. Wolf, widow of New York, was greeted by Ernest Simpson, divorced husband of Mrs. Wallis Simpson, when she arrived at London. She and Simpson sat on the floor of a taxi to avoid being photographed.

D. H. HASBROUCH TAKEN BY DEATH

Former Candy Manufacturer And Restaurateur Succumbs at Age of 59

Daniel H. Hasbrouch, 59, former manufacturer and business here, died early Sunday morning at a local hospital after an extended illness. Mr. Hasbrouch, who lived at 411 East Main street, had been ill for over a year but his condition had grown worse early this fall.

The holiday period was for years a busy one for Mr. Hasbrouch as his caterers made thousands of candy cakes for Lansing and central Michigan children. For years Mr. Hasbrouch manufactured candy in Lansing and branched out a number of his own brands which gained great popularity. For a time he was part owner in a local restaurant but he sold this interest again to enter the candy manufacturing business. Ill health compelled him eventually to give up all activities.

Mr. Hasbrouch was born June 8, 1877, and had lived nearly all his life in Lansing. Twenty years ago he bought property on Miller road south of the city, but conducted his business here. Eventually he disposed of the Miller road property and returned to Lansing to live. Mrs. Hasbrouch, formerly Miss Hattie Clarmont, daughter of the late Grover Chapman, died three years ago.

Funeral services for Mr. Hasbrouch will be held at the Joy undertaking establishment, 320 Seymour avenue, Wednesday afternoon at 2 o'clock. Interment will be in Mt. Hope cemetery where Mrs. Hasbrouch is buried. No children survive but there are several nieces and nephews.

OFFICE OATH TAKEN BY SENATOR BROWN

BT. IGNACE, Nov. 30 (P) — United States Senator Prentiss M. Brown took over the duties of the late James Couzens Monday.

Senator Brown took the oath of office in the presence of his wife and their two children, at the latter's home here Saturday. He responded "I do" to the oath given by Supreme Court Justice David W. Murray of the Mackinac county probate court.

After taking the oath, the senator said:

"It is a pleasure to take this preliminary oath from my good friend Judge David W. Murray in my own home. Judge Murray has occupied the probate bench here since 1908."

Mrs. Brown said:

"I am happy to have all of our children home to see their father take his oath as the 29th United States senator from Michigan."

CHEER OF WELCOME GREETS ROOSEVELT

President Given Splendid Ovation Upon Arrival At Buenos Aires

(Concluded from Page 1)

"Star Spangled Banner," in which the Argentine navy band adsire joined.

The visiting United States President descended the gangplank holding the arm of Jamesa Roosevelt, who had remboarded the vessel.

President Roosevelt got into a car at the foot of the gangplank after greeting President Justo, to whom he was introduced by United States Ambassador Alexander W. Weddell.

Then the two executives drove off together along the 50-block route to the United States embassy, Mr. Roosevelt's residence during his stay.

President Roosevelt is to make the leading address when the inter-American peace parley, proposed by him last year, gets under way at 6 p. m., tomorrow.

Eight Argentine warships and a River Patrol, escorted the Indianapolis up the Rio Plata to the quay, while Argentine aircraft circling high above been laid—were the six-foot-tall, bone cavaliers of Argentina's Liberator General San Jose de San Martin, in blue uniforms with white epaulets.

The first leader of the 11-car motorcade to the embassy was lined with enthusiastic Argentines, who escorted to their places when the Indianapolis was sighted, ahead of schedule, coming up the muddy Rio Plata.

Mounted and foot policemen rerestrained the crowd in the Plaza Britannica, near the dock.

Within a few hundred yards of the United States embassy, Mr. Roosevelt's car swung around a monument to the Spanish conquerors of Argentina, in the center of the great square in beautiful Palermo park.

Over that memorial a great altar, surrounded by a cross, was built for the 1934 International Eucharistic congress.

From the monument, the car turned into the embassy, where 10 rooms have been set aside for President Roosevelt and his aides.

The building is situated in a private park of 44,000 square feet, with its carefully cultivated grass, hedges and shrubs, in their early summer freshness, it is an ideal place for the President to work.

Police and soldiers stationed along the route had difficulty keeping the crowd back after the lines.

On the smart Avenida Santa Fe—the "Fifth Avenue" of Buenos Aires—the crowd burst through in an attempt to approach President Roosevelt.

Police reserves were rushed to keep them from completely blocking the way, but Mr. Roosevelt's car was forced to slow down and another grenadier was unseated.

After the procession passed, throngs rushed out into the streets and ran behind Mr. Roosevelt's car.

There were many shouts of "Roosevelt, Roosevelt."

The President, holding a bunch of red roses in his left hand, waved his right hand in salute.

In the Plaza San Martin the crowd was so dense that police were rapidly after Mr. Roosevelt's automobile went by that officers had to use clubs to keep several of the curb-pressed men back.

Mounted police rushed up, their sabres drawn, and shouted the overflow back behind the markers.

RAILROAD WORKER AT DURAND KILLED

Paul Sidel, 51, Yards Laborer, Caught by Coupling, Dragged by Freight

Special to The State Journal:

DURAND, Nov. 30—Paul Sidel, 51, laborer in a Grand Trunk yard here here, died Saturday night in the Durand hospital of injuries suffered when he was struck and dragged along the Grand Trunk tracks by a freight train that was being switched just east of the North Ora street crossing a short time earlier.

The accident occurred about 7:15 o'clock. Sidel apparently did not hear the approaching train and was caught on the coupling of the end freight car. His legs were nearly severed. He died an hour and 15 minutes later after muttering "Pool" to hospital attendants. Later it was determined that his name was Paul Sidel when his identification card was displayed together. Authorities were still seeking to learn where Sidel's home was and were holding Paul Radtke, companion of the victim, in the county jail at Corunna on the hope that he will be able to tell the officers how relatives of Sidel may be reached.

Sidel's identification card gave his height as 5 feet 8 inches, weight 175 pounds, eyes gray, and hair dark.

Otto Sidel, a watchman, called a warning to Sidel when it appeared he did not notice the train approaching but Sidel did not hear or take heed, it was said. Jim Morrow, another switchman, rushed to the scene after hearing Sidel's cries, and was dazed when he also had been injured. Lem Eddy was engineer of the switch engine.

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